# WITH AMATEUR WHEELMEN

# Great Work Done by the District Division of the League.

# WERE BEFORE THE COMMISSIONERS

Think Something Has Been Gained-Chairman Gideon's Decision on the Count in the Intercity Race-Wire Fence on the "Little Avenue" Gone-Making Preparations for the League Meet at Louisville-Matters of Interest in the Local Clubs.

The District division of the League has club hopes to have a winning team. They have ten men now, who, with a little committee called on the Commissioners done good work during the past week. A committee called on the Commissioners nday morning according to agreemen and had a hearing. Though it was purely League hearing to further a League move ment, a committee from the United Wheel-men was present, as well as a number of

unattached riders.

The committee was conrecounty received and presented its complaint, as heretofore published in The Times. Quite a discussion was indulged in, and the League is hopeful that its appeal had some weight. The Attorney for the District is now looking up the laws on the matter, and it may not be long until something is heard on the matter. It seems fair to suppose that the mattached riders. matter. It seems fair to suppose that the special mounted policemen will be ap-

The League will hold its regular monthly The League will find its regular monthly meeting in the Ad. Writers clubroom in The Times building tomorrow evening at 8 o'clock. A number of matters of importance are to come up, and a full attendance is desired. It is expected that a large number of League members will go to Louis ville. It is estimated that the trip will

Seventeen new members are added to the District of Columbia division of the League in this week's Bulletin. Fully twenty more mames went of flast week and will appear in Friday's issue. The division is crowding toward the 1,200 mark.

### INTERCITY RACE.

### Chairman Gideon Upitolds the Count ing of Referee Mott.

A decision on the marking in the first race which was contested in Baltimore on July 22 has been received by Chief Consul Robertson, who wrote to Mr. Gideon for it. Mr. Gideon upheld Referee Mott, saying

"The team rule in the racing rules is undoubtedly intended to cover all team races, but a provision is mide a little later on that, where a club wishes to nake a change in the character of a race, it may, by stating the conditions of the race on both entry blank and program, be run according to its own ideas, and this is the case with the scoring in question. The program distinctly states that in this race the first man across the plate scores 6, the next 5, etc. Under the circumtances the referee had no option but to have the scoring done as he did." This formally settles the race in question and leaves the race as a tie. This is to be regretted, as two men racing against turee

is not a fair way to count. It is a play atherd man was not run. Manager McKean was asked to do so by several Washington people, but refused. The substitute of the team was on the track. He was not h racing togs, it is true, but it was his place to be ready. Mudd was also present and was in his racing clothes. Either one of these two could have gotten a better position than last, while it only needed another man who could have imisted last and still have won the race for Washington. The following bulletin has been issued by the racius board of the L. A. W. and is and sufficient reason, such as would pre-vent the rider from competing in other results which follow. Heferees are also requested to see that riders not starting in handicaps and not excused, are reported to the member of the board in charge of the district.

The attention of riders is called to this rule compelling cutrants in handicap races in start unless excused by the referee. This rule will be strictly enforced, and a suspension from the track will follow its riolation.

rider may withdraw his entry to notice to the promoters not later than one week prior to the date of the meeting. In default of such notice, or of a satisfac-tory and conclusive explanation of his failure to compete in any of the events for which he has entered, he shall be suspended from all track racing for a period to be

### WASHINGTON ROAD CLUB. Intends to Go in for Boating and Athleties.

The Washington Road Club is off on a run to Harper's Ferry today. They took the midnight train and left Harper's Ferry the midnight train and left Harper's Ferry at an early hour. The run will be to Charlestown, Shepardstown, Martinsburg and back to Harper's Ferry in time to catch the afternoon train home. The run is in charge of First Lieutenant W. J. Prince. Among those who went were W. J. Tuhman, C. H. Cooke, W. J. Espey, R. Jose, C. I. Ronsaville, J. F. Murrill, A. C. Gensiar, J. C. Wood, F. W. Moore, D. Sigourney, E. O. Bowie, W. P. Bowie, A. H. Wall and C. E. Ward.

The club has one movice left, but hopes it will not be able to say that after the Arington races. He is Mr. A. H. Wall, who is now training at the track on the

is now training at the track on the Conduit road, and shows good signs of being the best man in the District of Columbia, and will be one of the team representing this club in the coming team race

Mr. L. B. Graves, the newly elected presi-dent, will preside at the meeting next Wednesday, when the questions of boating and other athletics will be discussed Most of the members are heartily in favo of purchasing a launch. With that in view, Messrs. A. C. Gensler, Charles E. Wood and C. I. Rousaville spent a day in lookinthrough Brewster's establishment last week, at Locust Point, Baltimore. Not finding what they desired, they have ar-ranged a trip to New York, where they hope to be able to select one. Rowing will York, via Asbury, Philadelphin, etc also be indulged in next season, and the from New York up the banks of

he coming regatta. This club will be represented at Louisville by ten or fifteen members. Schade seems to be having his own way in the South, and has carried the colors of this organization to the front in several events lately. He will certainly receive the con-gratulations of members of this organiza-tion when he arrives home.

### COLUMBIA HEIGHTS WHEELMEN. Have a Watermelon Run to Takomi

and a Good Time. The Columbian Heights Wheelmen did themselves proud Thursday night. They had a watermelon run to Takoma Park, and it was a big success.

Twenty-five-members gathered at the club-

Twenty-live members gathered at the club-house, 1326 Princeton street northwest, and under command of Capt. W. I. Scharf wheeled out to Takoma Park. A section of the woods near the home of Mrs. Bur-dette had been roped off and the trees hung with Chinese lanters, and not least among the decorations was the club's transparency. Four invited guests were present, and they enjoyed themselves as immensely as did the members of the club.

There was a wagoubud of watermelons at the park awaiting their coming. Capt. Scharf had looked after all this, and there was no possibility of a slip-up. No one exactly knows where those melons went, but they all disappeared, and no sudden deaths have been announced. Capt. Scharf, Chairman Watson, Secretary Tate and Lieut, Muchleisen cut the inclose and showed themselves adepts at the business. But there was a lemonade and a cake stand, too, and these were cleaned out before the hows left. Mr. Davis had charge of fore the toys left. Mr. Davis had charge of the cake stand and Messra. Fowles and Dessie of the lemonade tooth. The fact that so many good things were disposed of may be charged to a policeman. He wan-dered up that way just before the boys left and it is whispered that he was sible to take care of two or three watermelons and an indefinite quantity of lemonade and cake. However it was, not a drop or a crumb was left. fore the toys left. Mr. Davis had charge of

At 9:15 o'clock the run home was begun. The boys come in by the Terra Cotta road. lown Fourteenth street to Pennsylvania The crowd rode in eights down the Avenue and made a fine showing. The next meet log of the club is to be held Tuesday night

### EASTERN ATHLETIC RUNS. One Party Had Bad Luck in Trying to Get Dinner.

The Eastern Athletic Club is still keeping up its reputation for run making. The club is produced the fact that when a party sets out every member of it is carried through.

Last Sunday morning Messrs. Revin. McKee, Ridgeway and Ohlforth started at 7 o'clock for Mariboro. The run was made in an last and liften minutes, and made in a last a good shape. The time all the riders were in good shape. The time made speaks well for the party. But these riders had so much a tetter

lime than another party which set on the wors of the latter. It's not much fun to have to go without your dinner, let alone having all your friends joking about it. But the truth must be told.

This latter party, which found Potomac River water a very unsatisfactory bill of, lare, was composed of Capt. Fryer and Messra. Steenbeyer, Carroll, Wright and

Messra. Steenbeyer, Carroll, Wright and Clark. As gay as knights of old they started Sunday morning for Dickey's. Visions of the onslaught that would be made on Dickey's viands cheered them on and kept then jesting and happy.

The first cloud appeared in their sky when they found the river too high to cross, but the fullness of their disappointment was not tasted yet. It was not very much of a ride back to Cabin John for these young, active fellows, and with an anneyoung, active fellows, and with an appe-tite only whetted by the delay back they span. But Cabin John Hotel was chock-full, there wasn't the ghost of a chance to get anything to eat there

Brill's was only a little farther down the road, and to Brill's they went. But hers, as before, everything had been eaten up. So it was at all the road houses all the wa n. It was a tired and hungry crowd that

struck the city at 3 o'clock.

The intest fashions in bicycle lunch basket, it is said, are claiming the attention of these members of the club just now. They will soon be authorities.

The next regular meeting of the club will be held Tuesday evening.

### WOODBURY CLUB.

### Will Challenge the Washington Outing

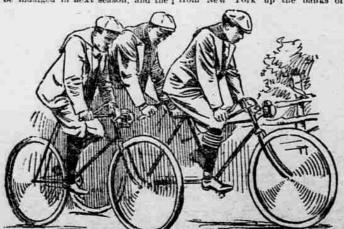
Club to a Race. The Woodbury Club is booming, and the boys are getting ready to try issues with the Washington Outing Club. The club will soon pick out four of its best riders and challenge the cracks of the Washing-ton Outing Club to a two-mile track ra-

or a ten-mile road race. Mr. Milton Strasburger, who fell while riding down the mountains, near Buena Vista Springs, Md., is improving rapidly. The club run which was postponed on ac count of Mr. Strasburger's fall, will take

place in the near future.

The run to Cabin John Bridge last Thursday was one of the most delightful of this season. The full moon lent much assistance

Messrs. "Jerry" Franc and R. Hayes They expect to ride from here to New



W. J. Flizhogh. Washington Road Club Riders.

Hudson. They will be gone about three months or more.

months or more.

The championship of the club, which is held by J. West, will shortly becontested for by A. B. Gusdorf. Mr. West has held the championship about two months, when in a very hotly contested spin (winning by a quarter-mile), in the club's twenty-mile road race, he captured it from S. Kaufman.

man.

The next club run will be called Wednesday, to Great Falls.

## ARLINGTON WHEELMEN.

Monthly Meeting to Be Held Tuesday Evening-Their Big Meet.

day Evening—Their Big Meet.

The Arlington Wheelmen hold their regular mouthly meeting at the Losekam Tuesday evening. The boys always have a good time, and it is seldom that anyone is absent. This will be no exception.

Messrs. Cherry, Potts, and Larcombe are back from their ride to Boston. Mr. Larcombe was taken ill and had to give up, but the other two flaished their ride. They had a fine time.

Preparatious for the Diamond meet are going merrily on. Messrs. House & Herrmann bave douated a \$25 order for the best paced amateur mile. This will be a most interesting race. Three more requests for entry blanks have been received from New York, and the list of professionals present will be large. It is now expected that Mr. George N. Adams, the ex-Southern champlon, will be present.

### BICYCLE SCRAP BOOK. It Is Now the Very Latest Fad Among Young Ladies.

While bicycle riding is yet the star craze it has a number of lesser fads revolving in its orbit. The latest of these is the in its orbit. The latest of these is the bicycle scrapbook. It originated with a young lady and is steadily galuing favor among bicycle enthusiasts in general. The young lady began the collection of material some time ago and now has a scrapbook made in most approved fashion. It begins with the first wheel and brings the evolution up to date. Historical sketches of how the wheel came to be invented, the first factories, the moneer riders of the first factories, the pioneer riders and indred subjects fill the first pages. Then follow bicycle stories, the opinions favorable and otherwise of physicians, and

comments by distinguished people. De-scriptions and discussions of costumes, even advertisements setting forth the merits

of certain makes, find a conspicuous place

100 gallons of punch, 19,000 sandwicher dozen of boxes of crackers and cakes, an have been provided. For the watermelon feast a train load of 3,000 watermelons has been provided. This novelty will occur in Fenley wood, a part of Jacob Park, and

Fenley wood, a part of Jacob Park, and it will be a sight worth remembering.
Incidental to the feast will be a genuine old-fashioned cake walk, participated in by darkies. Col. John H. Whalien has volunteered to agrange this cake walk, and this is a guarantee that it will be good. At all of the other emertalments there will be novel features, a number of vaudeville and other artists, amateur and professionals, having volunteered to take part. These features will be arranged by Mr. John Morris, than whom there is no better for this work in Kentucky. There will be songs, recitations, stories, etc. Informality will be the rule, and Mr. Morris will conduct the entertainment as Elf socials are, conducted.

### TO RIVER SPRINGS.

### Wild and Rough Ride of Two Noted

Washington Wheelmen. Calef Consul Robertson of the League and Capt. A. W. Leeke of the Six Club mad a fearful and wonderful run last Sunday morning. The details of the run are now made public for the first time that others

may profit thereby. Both these gentlemen were feeling fittle rusty. Neither had had a real good exercise on their wheels since the night of the parade, and they picked out the hardest run they could find in the neighborhood. They started in the wee sma' hours, and if the truth were known, wished they hadn't several times before they got back. But once started, they kept on.

To fully appreciate the run, it must be remembered that there find been a week's rain. They started off at night at 1:45 a.m. and finished up at 12:45 p. m., having stopped two hours for breakfast. They colled through water and got stuck in the sand. They took the footpaths through the

and. They took the footpaths through the woods, and it is whispened that they tried to climb trees on their wheels. They were iplasted and muddled and were dismounted me or two times through no fault of their In other words they had such a good time that they are anxious some one else should try it. For the benefit of any one who wants to make the trial, the following

route is given: Washington to Good Hope Hill, four miles, Red's Corners, via Silver Hill and Surrats

rode to New York in sixhours and 15 minutes. Then taking a steamer they reached Great Palls. The tandem was broughtistic play here and they rode to Boston. At the "Hub" they met Ed Clapp, an old Washington boy, and took him out for a spin. The ride back was made on the tandem all the way, and the young gentlemen were four days doing it. They came ack by way of Providence and New York to Philadelphia, 365 miles. The trip was a most enjoyable one.

### CAPITAL BL CLUB.

### Short Run to River View the Pro gram of the Day.

The Capital Bicycle Club had a most easant run to Steelton last Sunday leven members took the long run from this tty and had a ride of sixty-six miles before they met the fourteen who went by train All came back together by rail. Today the club is indulging in a short run to River View. It is too warm, the members think, for any hard work, so they

compromised on the short run.

The new directory which the club has just issued is a very handy little volume.

The nextregular meeting is Saturday night.

The Altair Club.

# The Altair Club. The Altair Club holds its regular monthly ineeting tomorrow night. All the members are back from their outing and a large attendance is expected. The club has some important business to attend to, and wants everyone there. A big picnic is being talked of. If the club starts one it will be a "roarer."

NOTES OF WHEELMEN.

Chartie Montgomery, of the Eastern Ath-etic Club, is well again from a severe ill-less. He is ready to set the pace to Colton's r anywhere else.

How does Capt, Leeke, of the Six Club like Prince George county sand?
Mr. George A. Mansfield, gr., and T. N.
Muddleft Wednesday evening for Charlotte.
S. C. They will be back Wednesday. Will

any records be broken? Mr.P. E. Varney made himself solid with the Queers last week. From pure goodness of heart to fellow League members, he spent an hour or two fixing up their tandem. But the Queers are all puzzling over his efforts to guide a front steering tanden from the rear seat.

A party of the Thirty-second street cyclers went to Colonial Beach Priday. They were

### Possible to Equip the Wheel Like a Ship.

WINGS OF WHITE SILK

Fastened to Bamboo Poles, the Sail Are Run Up and Down as the Wind May Turn-They Make Wheels the Ideal Locomotion for a Sultry Day.

There is activity at the sailmakers', nough this is the season when all sails hould be finished and floating the blue

This unwonted activity is caused by the sudden appearance of the bicycle sail, out of which has spring a demand for sails,

aprecedented even in cup years. The bicycle sail is a little affair. It is nade of duck or suilcloth, and its dim iops are a little more than a yard square

sions are a little more than a yard square,
But its making takes many people; for each
bicycle that is turned out must have a sail
prepared for it; and the getting ready of
thousands of little ones takes more time
than the preparation of a few large oles.
The bicycle sail is preferably of duck.
There is a fine quality of this material
that is light and much favored for sails.
Sailcloth is considered too coarse for most
sportsmeable except a few that are go sportspeople, except a few that are going to use their sails for desperately hard

### WHITER THAN SNOW.

The best material is what is known as The best material is what a known is shown is shown in silk finish. It is very glossy and spotless white. The peculiar exquisite whiteness given to expensive sails can be imparted o this white siik duck, until it is a snowy

hereof have the same difficulty complained of by the makers of ship's sails. The deor by the makers or saips sails. Income mand is all for the exquisitely white sails, yet the process of making them thus is so expensive that few want to pay the cost. To get that dazzling, white there must be the utmost care not to injure the goods

This makes the sail-cloth expensive.

The cost of white sails for a bicycle comes to something like \$5. If you are contented with a good quality and a fairly white sail. If you want the silk faish and the dazzling white, you must pay for it fully twice

The manner of rigging these sails to a bicycle may be accompassed in one of two ways. The sail can be raised from the back of the machine and allowed to blow front, or it can be raised in front of the

riders by coming up from the handle bars and being supported on tall spars.

Many riders like better the sail that rises from behind. Though not so pretty, because it cannot be seen from the front, it is easier to manage. The high front sail throws the center of gravity a little out, making it hard for any but expert riders to manage it. But with the sail in the rear the sail itself is flung to the breezes lower and does not as greatly increase the difficulty of riding.

culty of riding.

For the park and boulevard roadster the

Sail of duck is raised upon a light spar.

Bamboo is the usual material. This is very
light, yet tough enough to fulfill its mission of supporting the weight of the sail.

Upon a sail of, say a yard square, there is
not a great deal of null and the hamboo. Upon a sail of, say a yard square, there is not a great deal of pull and the bamboo easily supports it.

The spars themselves are very orna-mental. All things about a bleyde ar-purposely made to please the eye and the bamboo sticks are shaded stripes and white to meet all tastes.

## HARD TO MANAGE.

In rigging up a bicycle's sails there is great deat of care necessary. A person not an expert, starting off swiftly upon wheel rigged with sails of his own making, would indouttedly get a fall of the most sensational description. His sails being raised too high would carry him along at a top treavy pace and be would be unable to keep back his machine by back-pedhillag, or any of the arts known to the wheelman More than that, it would throw him forward upon his wrists in a frantic effort to keep his seat. e result would be awkward, even if he

escaped calamity.

A sail expert raises the sails to correspond with the rider. A stout person can have the sails high without fear of be ing topbeavy. A lighter one must lower Upon a tandem they can be placed them. Upon a tandem they can be placed as you piease, as the tandem is heavy enough to hold its balance and the sails can be set in the pretty (ashion suggested by many salimakers, of one a little lower than the other. This presents a fine appearance as the machine approaches at full pace with the riders gently moving their feet and keeping the balance.

Sails for a bleycle are very nice things, indeed, and seem particularly adapted.

indeed, and seem particularly adapted to it. For example, on a hot day, when it is an exertion to work the petals, the sais will carry the machine along well. They can be adjusted in such a way that they will catch the breeze, and unless it

bappens to be very contrary minded the rider can be helped by it.

On the other hand, a bicycle cannot be run with sails in cold end windy weather. And, fortunately, this is the very time that the cyclist is willing to propel the nachine himself. In such weath machine himself. In such weathe, when north wind catches every available point offered it, there would be great trouble managing the wheel. The sudden gusts of wind would carry it along too fast. A rider could not calculate upon obstacle before 19m and his time in reaching them, His whole attention would be devoa beginner's, to keeping the balance. He could do nothing but steady himself. The sails would be torn off and discarded by him after one short trial.

### FRIGHTENS HORSES

In a city, too, the bicycle sails are out of the question. And this is from their whiteness as well as their size. That peculiar dizzy white is very trying to the eyes of a horse. It is painful to the eyes of a man; and to a horse it is absolutely terrifying. Experiments have been made with sailcloth, when full furled sails have had to be transported upon a little craft from one point to another; and the only way to get the horses to draw their white.

fiapping burden was to blindfold them until
harnessed, then start them off at a pace
with their regular "hinders" in place. In

B. P. O. Elks—You will be more than
we come as guests of the Hot Foot Club at
Buena Vista August 13.

a city's streets the sails would work wreck and ruin everywhere; and this is one obstacle to their use.

Makers of sporting goods say there are a lot of bicyclists who are ready and waiting to take up every new thing, and invent new ideas of their own. They are the ones who want the sails; and a certain very enterprising renier of wheels in one of the suburbs of Boston has laid in a large stock of these sails, so you can stop and get one fitted to your wheel before starting out along the suburban roads.

Sails like this cannot be hard to make at nome. A square yard of the best white material you can find—the costillest, strongest and whitest is what you want—should fit any wheel! Down each side run a piece of tape strong as wire. At the top make your sail rigging with tape and cords. Fasten all upon a pole of bamboo or other light wood, and, wiring all upon your bleycle, start out and experiment with it. A long hamboo cane

of bamboo or other light wood, and, wiring all upon your bicycle, start out and
experiment with it. A long bamboo cane
would do for the trial heat.

Beginners upon the wheel who want
to go in for the little picturesque points
of riding are despairing in the thought
that they must learn all over again.

There is no question that there is a
trick in the sail riding and that it must
be learned by practice and experience. be learned by practice and experience. You must go back to the belt and strap

stage.
At a bleycie parade to be held along At a bicycle parade to be held along towards September, the sails are to be in the colors of the club. These colors are a white field, with a red crescent, aurrounded by blue stars. This pattern, reproduced in sections each a yard square, will be made up and placed upon each wheel. From the top of the sail spar will float the club's motto, "Turn, turn thy wheel," printed in gold upon a blue ground. And in this gay uniform the bicycles will start out, managed by members, also in uniform.

The speed with a sail is very great under some conditions. If you can get a fair wind, easy and steady, blowing in one direction, without fitful blasts and not too strong, you can get a great pace. A wheelman who can do a mile in three minutes would have no trouble in reducing

minutes would have no trouble in reducing his record one half with the sail. And

his record one half with the sail. And this without that awful training and mad struggle at the bicycle record races.

Many girls start out along the roads with their little bambos poles standing up from the handle bars and the little sail carefully tied up. Once on a good road, with a fair breeze, they unter the sails and start hadly along. Others, more sportsemantike, lower the sail, run it up, furl and unfurl it in good seaman's style, using and unfurl it in good seaman's style, using me hand only, while the other does the teering.

Those who go in for every new thing

in the bicycle line are planning side sails to catch each vagrant breeze, but the little fore and aft sails are all you see as yet.

## THE WHEEL IN JAPAN

Even the Funny Little Fair Ones of That Country Ride. Philadelphia Times,

The all-conquering bicycle has invaded Japan, and is now a familiar sight in the land of the jinrikishs. The Europeans take to it kindly, and the little brown men and women are equally enthusiastic.

The government has equipped many of its postmen with roadsters, especially those who deliver mail in the suburbs or in the country districts. In each brigade a bicycle corps has been

formed, who are daily drilled in about the same style as similar organizations in the armies of Europe. The Japanese people themselves still regard the wheel as a great curlosity, but are beginning to both master it and manufacture it.

Some of the Japanese women have adopted a queer bicycle costume that is a combination of bloomers with the native dress. Combined with the upper part of the kamona costume, the Japanese clothe their nether limbs in what are neither knickerbockers,

trousers, zouaves nor bloomers.

The ludicrous effect is heightened by the girl having the national habit of turning the toes in, developed to its largest extent.

All that you see when she presses you is a carr of round and pretty needs wo an uncertain manner, and a little body coiled up that makes you think of a gar little monkey on the top of a pole.

### Fully Equipped.

Mrs. Twitters-There, dear, I've secured verything I need for the road.

Twitters-Great Caesar! What is it off? Mrs. Twitters—Here's the complete list. Lamp, cyclometer, toe clips, chronometer, extra bracket, header preventer, saddle corer, wheel rack, nose protector, shopping extras, lifesaver, deg annihilator, 'nother lot basket, anklestrengthener, knee pads, more of extras and a revolver.

Twitters-Is that all? Mrs. Twitters-No. There is one thing

Twitters-Impossible. What is it? Mrs. Twitters-I must learn to ride .-Cieveland Plain Dealer.

### The Amenities of Life

"I hear Bilk has put up some new houses "Yes; and be's ruined the neighborhood with them.'

"He said you had spoiled it with those ourses of yours." "Now, isn't it just like Bilk's meanness to

### say a thing of that kind about a fellow he's known all his life?" - Judge, Highly in Earnest.

"Much free-silver sentiment out this way?" asked the tourist. "Much?" echoed Rubberneck Ell. "Much? Wy, friend, it has got so that every time a feller has the jim-jams, instead of im-aginin' he has snakes in his boots, he thinks his pockets is full of gold twenties."—Indianapolis Journal.

## An Explanation.

"Will you have sugar on the banana, dearie?" asked mamma, as she sliced the "No," replied Starling, aged three. "They sweet. I s'pose the man put in-sugar when he cooked 'em."-Judge.

Adapted by Nature. Bunting-I'm afraid that Jimmy will never learn to spell.

Mr. Bunting—Nature evidently intended him to be a sign painter.—Judge.

Royal Blue Line to New York. Past time. Prompt service. Engines burn coke. Track rock ballasted. No

smoke. No dust. jy24,26,28,30au2,4,6,8,10



William Jose, Fred Moore. Two Favorites in Wheel Circles.



Tandem Sails of White Silk Duck Can Be Set in Any Pretty Fashion.

while health hints and bicycle proverbs are lavisbly distributed Considerable space is devoted to a motley collection of Jokes and the whole is inter-spersed with gaily colored picturees in which the wheel figures prominently. The scrapbook is a carvas bound affair and has the outside of its covers decorated in mininture bicycles, which the young lady

Those who want to be up-to-date must have

### READY FOR VISITORS.

drew herself.

bicycle scrapbook.

Louisville Ready to Entertain the National Meet Hosts.

Only one week is to intervene before he seventeenth annual meet of the League of American Wheelmen will begin in Louis ville. The L. A. W. now has over 60,000 members in the United States, and a con-servative estimate is that 50 per cent of these members will attend the national

The Louisville '96 Meet Club, which ha charge of the preparations for the meet, has figured on a basis of 25,000 visitors, and will be ready to take care of and enter-tain that number. These preparations have been made only after long and hard work. but they are now about completed, and the visitors could come next week, instead of the week of August 10 to 15, inclusive, and they would fine everything in readiness for them. The entertainment program has been formally completed and adopted, and it will leave no idle or dull bours; the race fastest racing men in the world as com-petitors, ever run in the United Statesand the prize list is a handsome one. Arrangements to take care of the crowd at Fountain Ferry track have been made. and no crowd can come too large to find

accommodations, although all will not get

ville, seven miles; Brandywine via Tee Bee. ten miles; Horsehead, six and one-quarter miles; Woodville, five and three-quarters miles; Woodville, four miles; Hughesville, two and two-eighths miles; Charlotte Hall, four miles; Mechanicsville, three and fiveeighths miles; Chapticosix and three-eighths miles; River Springs, twelve and one-quarter miles. Meals can be secured at Brandywine at J. K. Smith's; Charlotte Hall at Dr. Reeves', and River Springs at

Dr. Blackiston's.
River Springs is one and three quarters miles from Colton's, where a boat can be got at 3 p. m., arriving at the city at 10 p'clock. In ordinary weather the ride is a good one for good riders. There are all sorts of roads; thirteen miles of the distance is on a level. As far as Charlotte Hall the country is interesting.

Pennsylvania Avenue Southeast Clear Now, and The Hill Is Pleased.

Who says it does not do some good for the wheelmen to wisit the Commissioners? Ask the Capitol Hill bicycle riders and see what they say. Last Monday, after the committee of the League of American Wheelmen, which called on the Commissioners had presented its petition, Mr. Mansfield asked that some thing be done with the wire fence running along the parking on the "little Avenue." from Second to Eighth streets. He told the Commissioners bow great a puisance the fence was to riders. It would get broken and the wire would stretch out into the street, causing much trouble. To the intense delight of the Hill Wednesday morning, bright and early, a force of men and carts drove up. The ob-noxious wire fence, poets and all, was taken up and carled away. Riders now

### TO BOSTON BY TANDEM.

seats.

The entertainment program is a varied one, and there will be something on it that will attract every wheelman or wheelwoman. There are runs about the city to places of interest; runs into the beautiful Buegrass country; smokers, re ceptions, a watermelon feast, a steamboat ride on the Ohio river, and other things that will be enjoyable. For the two smokers 5,000 cob pipes, tea bushels of tobacco, Interesting Ride of Two Washington Wheelmen-Gone a Week. Mesars. W. J. Espey and Fred Moore are

a week and in that timedid not touch their wheel once.

They started Tucsday, the 21st, by train for Philadelphia. From this city they

Mr. Frank Bright, of the Senate Sergeant at Arms' office, has a new which, which he wouldn't trade under any circumstances. Mariboro seems to possess some peculiar attractions to wheelmen for night runs. There may be a peculiarity in the

Capt. Leeke is still looking out for that shampoo. Chief Consul Robertson thinks that the residents of the road between Washington and River Springs are of Irish descent, at least he was reminded by them of the story of the Englishman who asked an Irishman why the Irish mile had more feet in it than the English. "Only another example of the generosity of the Irish," was the reply. He thinks all this of those who know any-

thing at all. The Massachusetts Avenue Tennis Club of Capitol Hill, is at Dickey's today. Some of these days this organization is going to choose a name. Just now it believes in

They are still talking a bicycle parad

on Capitol Hill.

who waved the Stars and Stripes and sang "John Brown's Eody" at the unveil-ing of the confederate monument at Winhester? The Columbia Athletic boys are very proud of that saddle the "Knight of the Columbia Athletic Club" won at the tournament at Hagerstown.

Messrs, Charles T. Moore, A. J. Roache, Charles S. Scott, Norval Cooper, J. W. Linn, R. Spears, J. R. Early, Charles Jack-son, and W. A. Sedgwick, of the Ivy Cycle Club, spent last Sunday at Burk-The Queers hold their regular meeting Thursday evening. Mr. W. H. Henshaw reasurer will have to be appointed.

Mr. Hugh Pitzer and wife leave for a

run to Boston tomorrow. They will be joined in New York by Mr. John Stockett. They will ride from New York up the Hudson and then through the Brookshires to Boston. Mr. F. G. Meyers of the Queers left yester day for a run to New York. He zoes by way of Frederick, Emmittaburg, Gettys-burg, York, Philadelphia, ending with the century run to Newark. Mr. W.G. Fitzbughof the Washington Road